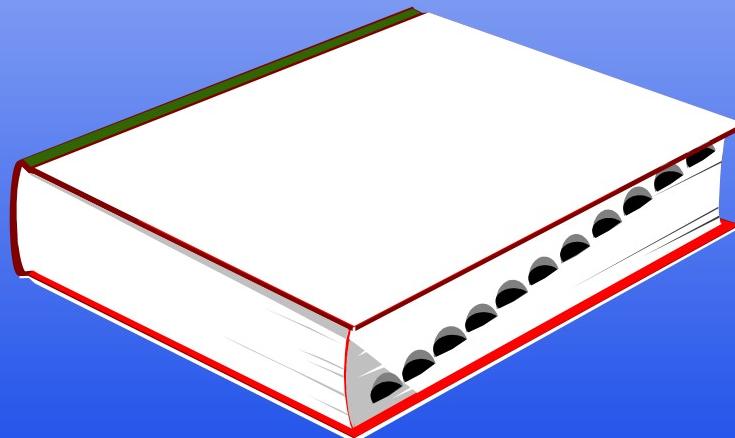


Mode Selection

OVERVIEW

DOCTRINE

- FM 55-10 Movement Control in a Theater of Operations



SELECTION CRITERIA

- PRIORITY**
- REQUIRED DELIVERY DATE**
- TYPE OF CARGO**
- SPECIAL RESTRICTIONS**
- ECONOMY AND EFFICIENCY**
- AVAILABLE RESOURCES**

THE TWO MODES

- AIR
 - Army organic
rotary and fixed
wing USAF
 - Common user
airlift
- SURFACE
 - Sea - organic,
MSC and HNS
 - Highway
-organic/
common user
 - Rail - Host nation
 - Pipeline

SURFACE MODES IN THE THEATER

PIPELINE

- PRIMARY FOR BULK LIQUID
 - PROS
 - ALL WEATHER & ALL TERRAIN
 - ECONOMICAL & RELIABLE
 - FEW PERSONNEL REQUIRED
 - CONS
 - VULNERABLE TO ENEMY ACTION
 - LARGE CONSTRUCTION NEEDS

SEA

- MOVE LARGE QUANTITIES
 - PROS
 - RELIEVES OTHER MODES FOR PRIORITY USE
 - ECONOMICAL FOR LONG DISTANCE
 - CONS
 - SLOW & LIMITED FLEXIBILITY
 - SUBJECT TO FLOODS / FREEZING

RAIL

- SUSTAINED FLOW OVER LONG DISTANCES INLAND**
- PROS**
 - GREATEST TON PER MILE**
 - CHEAPEST LINE HAUL OPERATIONS**
- CONS**
 - HIGHLY VULNERABLE TO ATTACK**
 - LIMITED BY FIXED ROUTES**

HIGHWAY

- LOGISTICAL SUPPORT IN COMMZ & DISTRIBUTION OPS
 - PROS
 - VERY FLEXIBLE
 - CAN TRANSPORT MOST ANYTHING
 - CONS
 - EXPENSIVE PER TON-MILE
 - RESOURCE INTENSIVE

ARMY and AIR FORCE AIRLIFT REQUEST PROCEDURES

ADVANTAGES

- Support over extended Lines of Communication (LOC)
- Overcome Terrain, Obstacles, Congestion, and Time
- Command and Control, Observation, and Reconnaissance

DISADVANTAGES

- Limited assets available
- Priority of use
- Operational costs
- Weather
- Carrying capacity
(weight/cube)

Army Air Assets

<u>MISSION</u>	<u>MODEL</u>	<u>ECHELON</u>
OBSERVATION	OH-58C	Division, Corps, EAC
UTILITY	UH-1, UH-60	Division, Corps, EAC
CARGO	CH-47D	Corps, EAC

Army CSS Air Movement Operations

- Preplanned and Immediate
- Personnel movement
- High priority cargo (Class IX)
- Retrograde and Prepositioning
- Support to Logistics Over the Shore (LOTS) operations

Aviation Requests

Preplanned

- Requirements are identified during movement planning/programming
- Normally 72+ hours in advance
- Request is routed through *logistics channels*

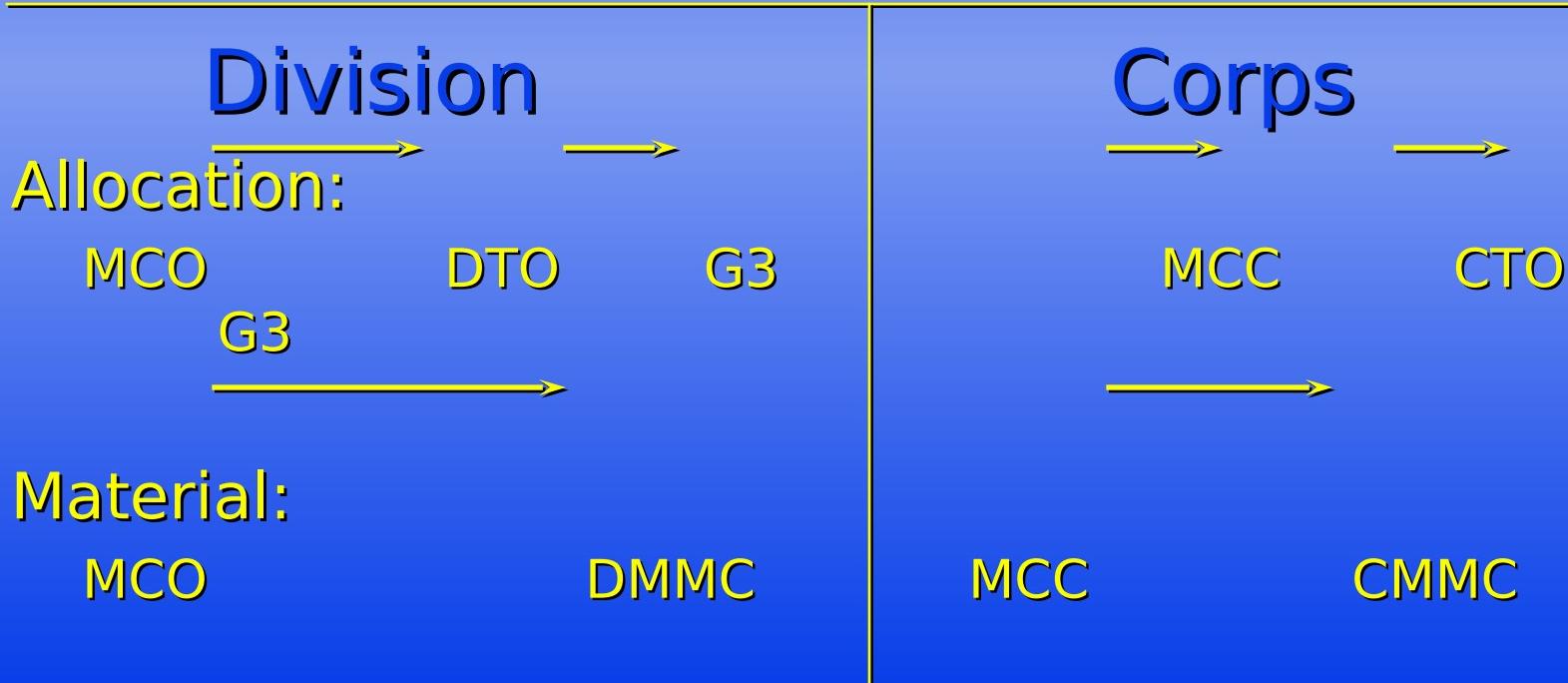
Aviation Coordination Preplanned

- If Air assets are allocated for CSS



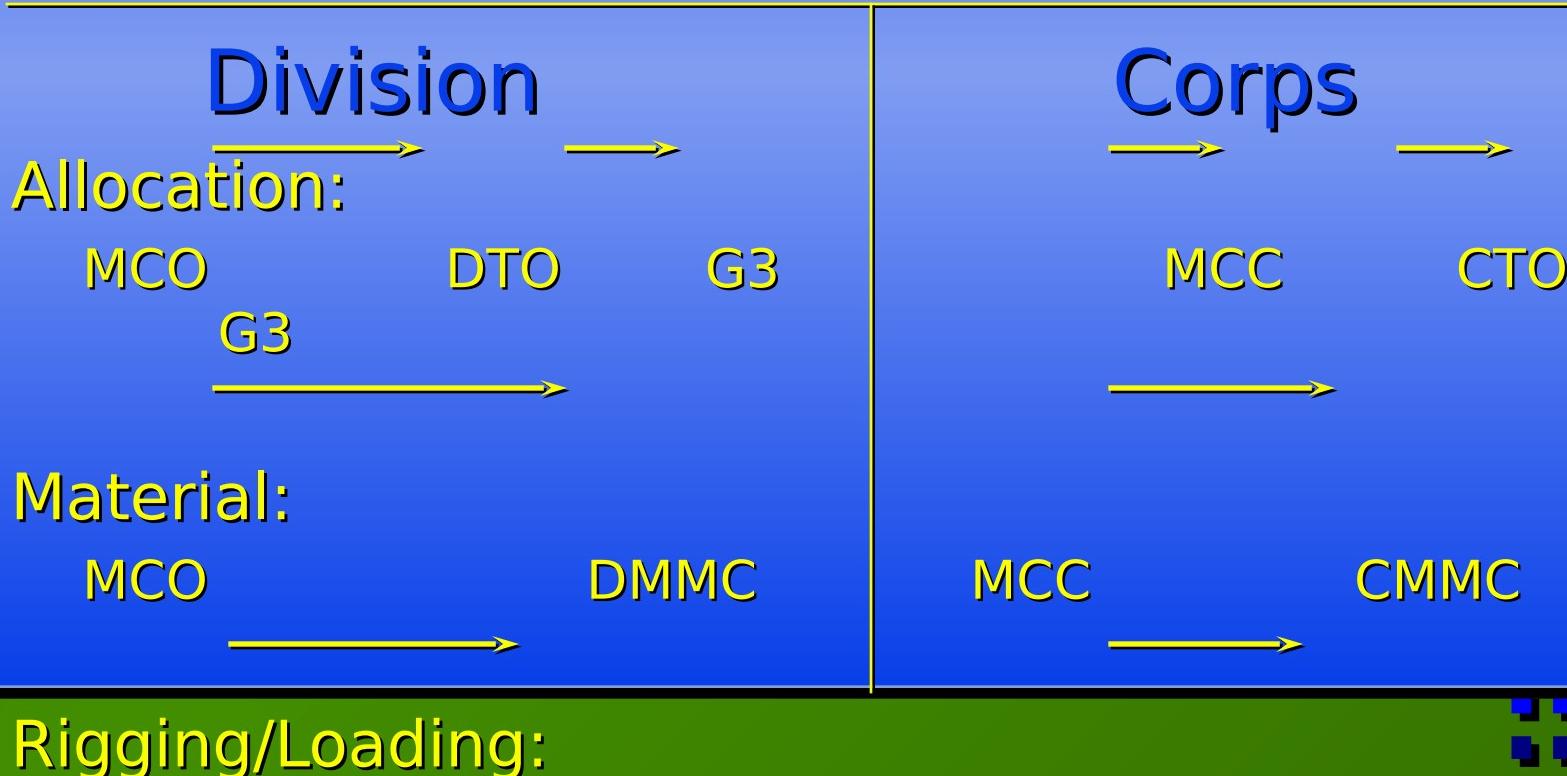
Aviation Coordination Preplanned

- If Air assets are allocated for CSS



Aviation Coordination Preplanned

- If Air assets are allocated for CSS



Aviation Requests

Immediate

- Requirements identified during the conduct of operations
- Normally less than 72 hours in advance
- Request routed through *operations channels*
- Also known as “EMERGENCY”

Aviation Coordination

Immediate

- No Air assets are allocated for CSS

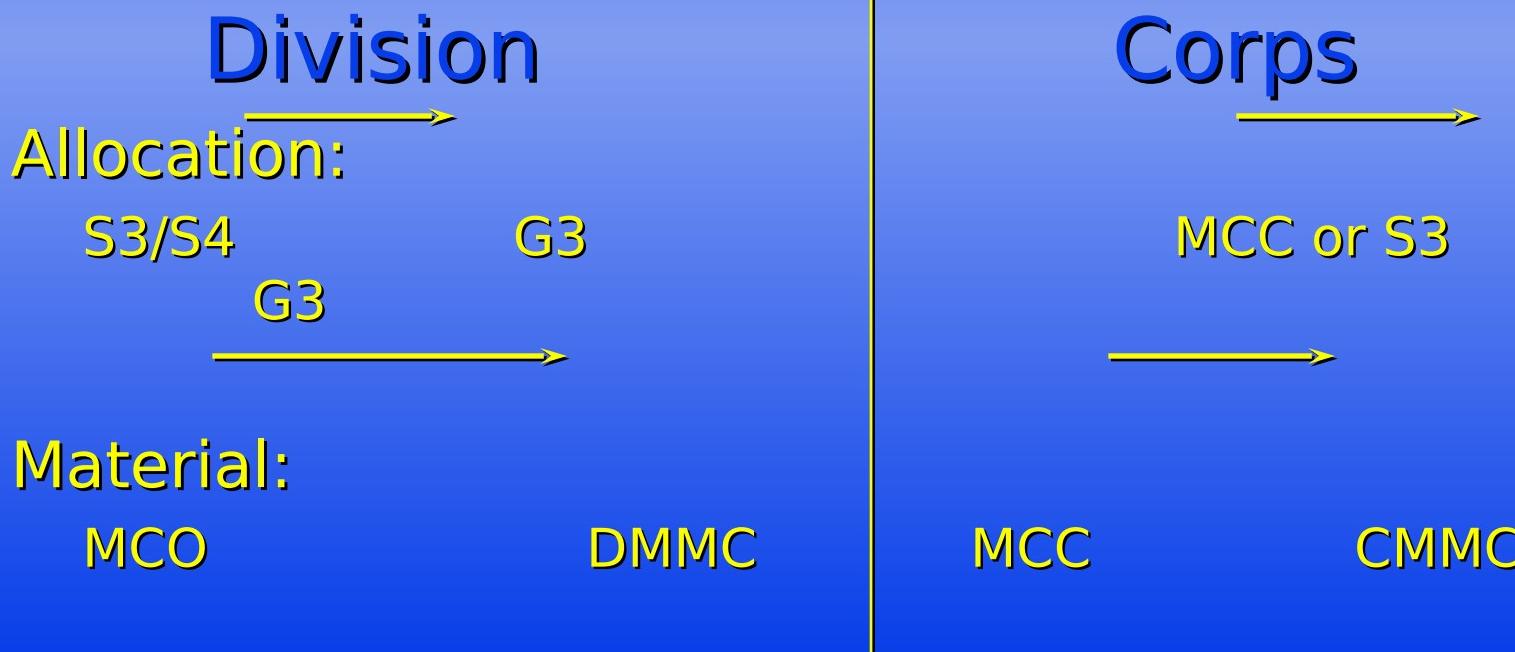


The G3 is tasking authority for the Division and Corps

Aviation Coordination

Immediate

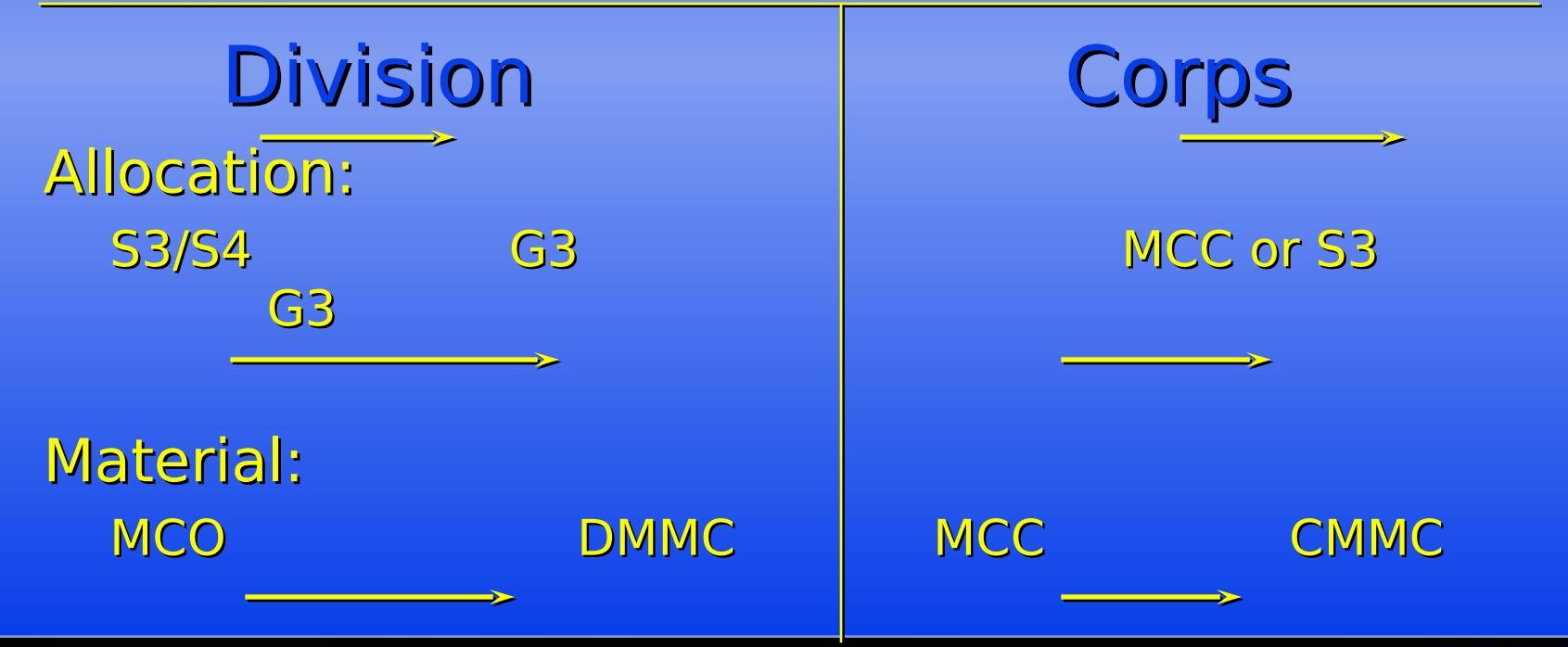
- No Air assets are allocated for CSS



Aviation Coordination

Immediate

- No Air assets are allocated for CSS



Rigging>Loading:

CSS Airlift Request Validation Criteria

- Priority/urgency of the movement
- Commander's priorities
- Competing requirements and aircraft availability
- Adequacy of other modes
- METT-T factors
- MHE availability at destination
- Location and condition of landing zones

AIR FORCE INTRA-THEATER AIRLIFT

Air Force Intra-Theater Airlift

- Generally common-user airlift support
- Apportioned by theater combatant commander's agent (JMC/JTB)
- Airlift provided by Air Mobility Command (AMC)

Intra-theater Airlift Delivery Modes

- Airland
 - Most preferred
- Airdrop
 - Parachute or free drop
- Extraction
 - Low Altitude Parachute Extraction System (LAPES)

Airlift Missions

Logistical

- Two types:
 - Preplanned
 - Scheduled
 - Channel and AMX
 - Opportune (SPACE AVAILABLE)
 - Immediate
 - also “EMERGENCY”

Airlift Missions

Airdrop Operations

- Two types:
 - Assault
 - Personnel
 - Heavy equipment drop
 - Resupply
 - Container Delivery System (CDS)

Airlift Missions

Aeromedical Evacuation

- Move casualties to higher echelon medical care
- Stabilize patient, not treat
- Can interface with strategic airlift system

Intra-theater Airlift Planning Factors

- Movement time to the airfield
- Palletize or rig cargo
- Time to marshal and manifest pax
- Validation by combatant commander's agent (JMC/JTB)

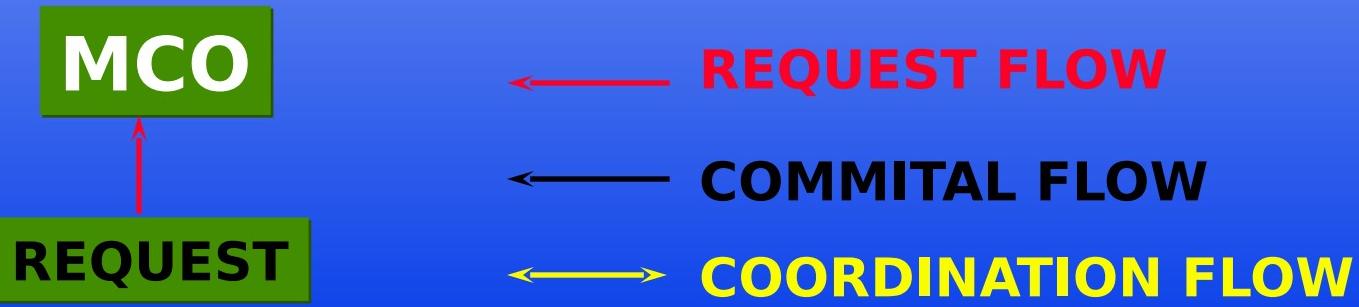
Air Force Airlift Request Procedures

- Can be submitted at any level
- Either request for *Airlift/Airdrop* or as a *request for Transportation*
- Submitted on DD Form 1974, Joint Tactical Airlift Request
- Moving toward automation

Air Force Airlift Preplanned Requests

- Validated through movement control channels
- Submittal time requirements are determined by the Air Force
- Based on known requirements

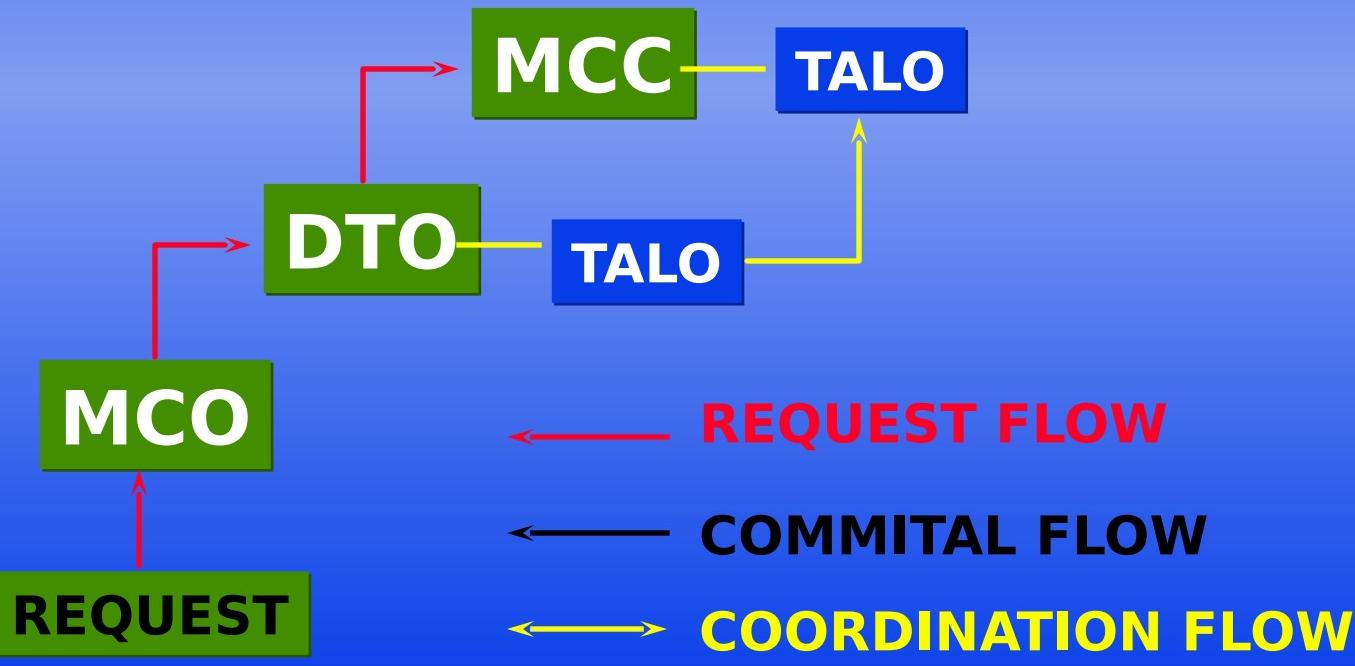
Preplanned Requests



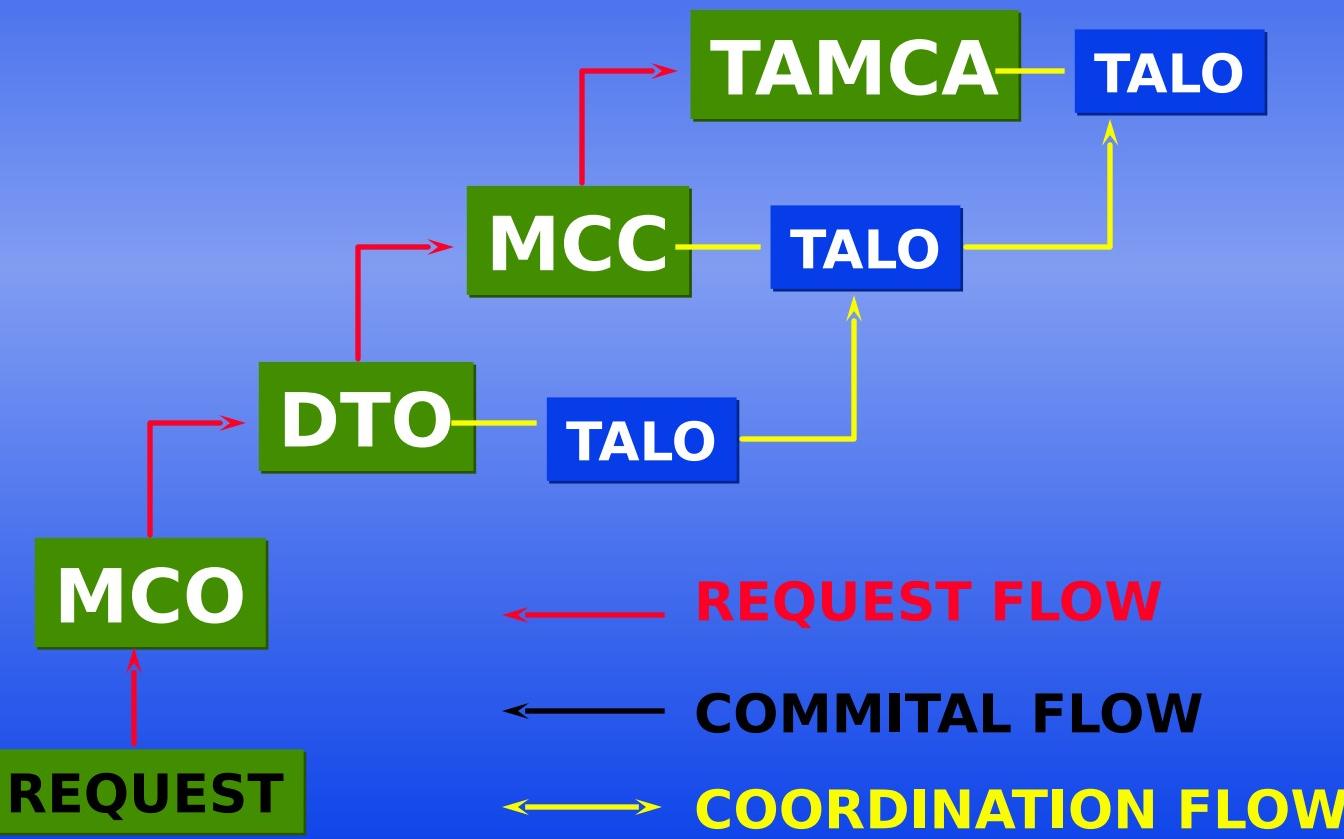
Preplanned Requests



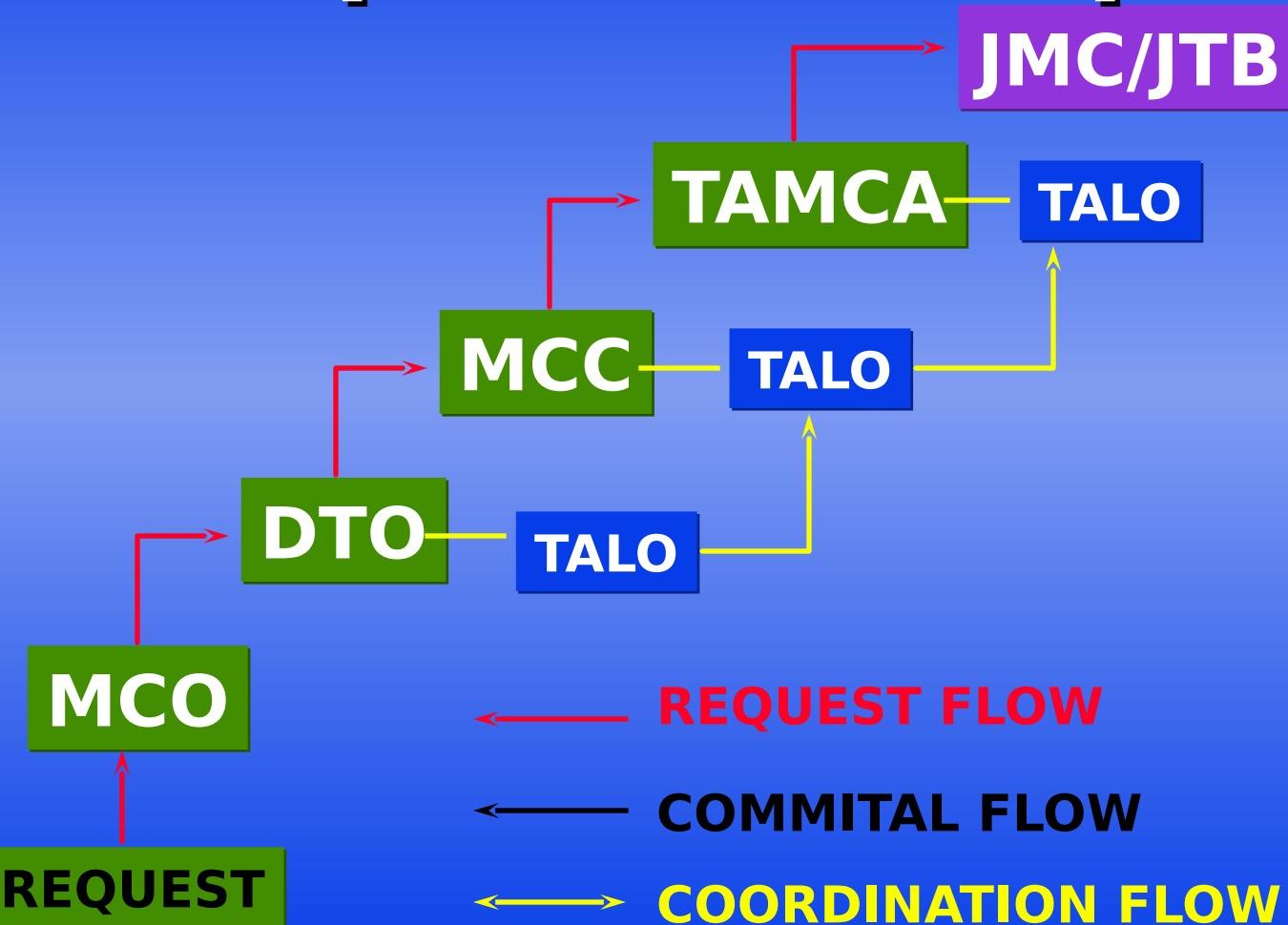
Preplanned Requests



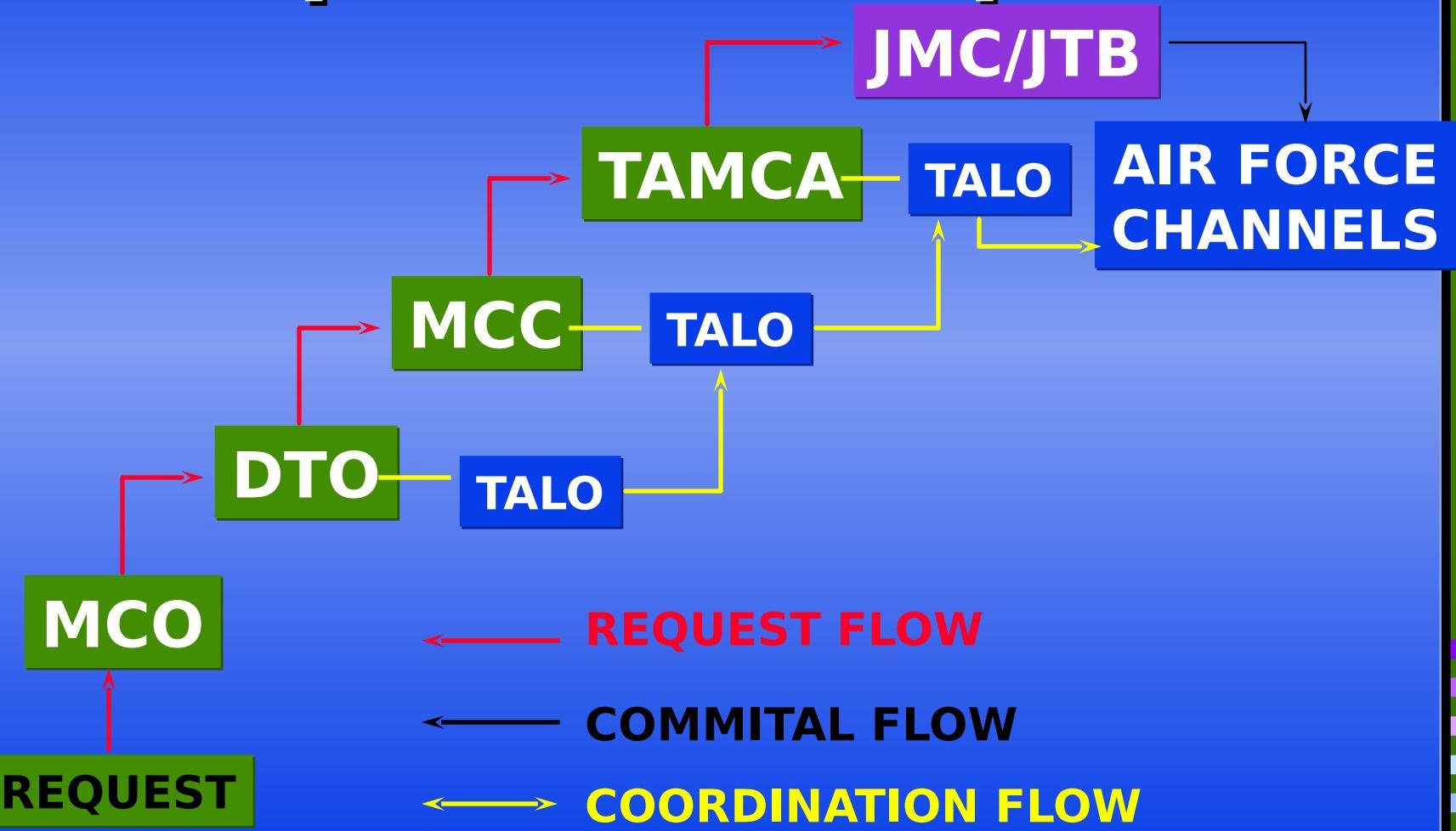
Preplanned Requests



Preplanned Requests



Preplanned Requests



Airlift Requests

Immediate

- Validation occurs through *command channels*
- First echelon TALO notifies Air Force command channels
- S3/G3 or G3/G4 ensures movement controllers are informed
- Army and theater combatant commander (JMC/JTB) must validate